

BookletChartTM

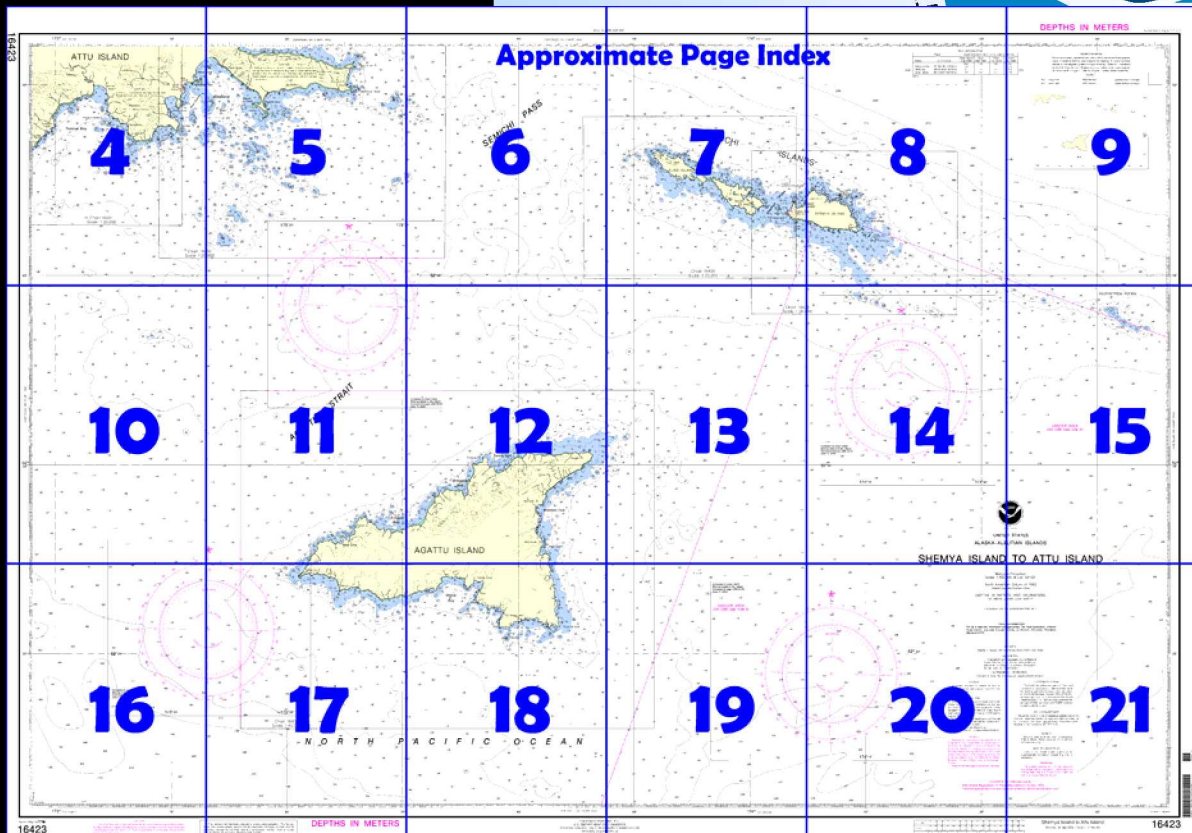
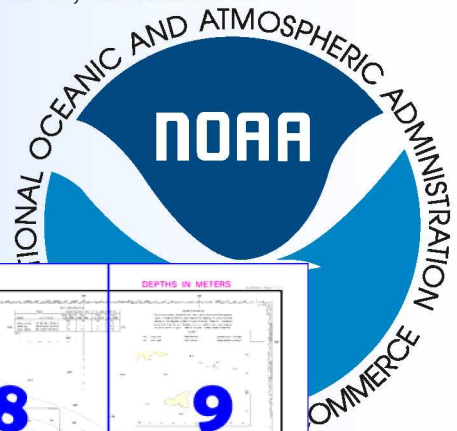
Shemya Island to Attu Island

(NOAA Chart 16423)

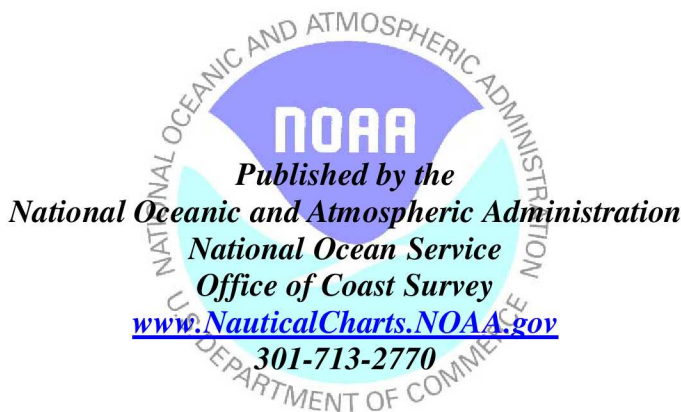


A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☒ Complete, reduced scale nautical chart
- ☒ Print at home for free
- ☒ Convenient size
- ☒ Up to date with all Notices to Mariners
- ☒ United States Coast Pilot excerpts
- ☒ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

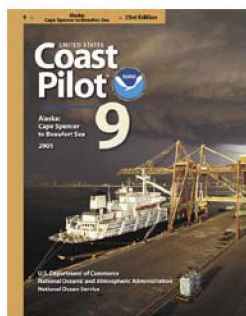
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 7 excerpts]

(1159) Currents estimated to exceed 1 knot occur E and W of the Semichi Islands and in the passes between them. S currents have been reported in the area between the Semichi Islands and Agattu.

(1161) Depths of 3 to 9 fathoms extend 2.2 miles SE from the 9-foot rock. This reef probably breaks along its entire length during heavy weather. Vessels should not approach the rocks closer than 3 miles on the SE, and 2

miles on the N and W.

(1162) **Shemya Island**, 3.8 miles long and 1.8 miles wide, slopes gradually from the shoreline on the S to a round bluff 250 feet high along the N shore. A 111-foot tall building is at the top of the bluff. An aero radiobeacon is at the W end.

(1165) The waters for 1.2 miles E and S of the E point of Shemya Island are foul with visible and covered rocks; the area is marked by kelp.

Shoals with depths of 9 fathoms or less and marked by kelp in the summer are 4 miles S and SSE of the point.

(1166) **Alcan Harbor**, on the NW side of Shemya Island, is protected on the E and S, somewhat protected on the W, and is wide open to N weather. When the seas are running, breakers can be seen along the submerged remains of a former breakwater which extends about 0.4 mile N from the point on the W side of the harbor. A wreck marks the end of the point and the submerged remains are marked by kelp. Several rocks are visible at low tide up to 100 yards N of the point; mariners are advised to exercise extreme caution in this area. On the W side of the harbor is a 333-foot sheet pile wharf with a 250-foot mooring face with a deck height of 23 feet and a depth of 27 feet alongside. In the middle of the harbor lies a wreck on a reef which is marked by kelp. Depths in the harbor cannot be relied upon because of the frequent changes, and vessels should be extremely careful of the natural and structural hazards. In September 1982, it was reported that a strong current had been observed to enter the harbor from the N, move in a clockwise direction around the head of the harbor, and exit W past the point. The diurnal range of tide is 3.4 feet in Alcan Harbor.

(1168) The S side of Shemya Island is mostly fringed with reefs and rocks that extend as much as 1 mile off, but there are short stretches of sandy beach. **Skoot Cove**, 0.7 mile from the W end of the island, has depths of about 2 fathoms, and small boats may find shelter here when weather conditions prevent landings in Alcan Harbor. In 1970, it was reported that the submerged remains of a former breakwater extend about 100 yards seaward in a 150° direction from a point (52°43'00"N., 174°04'15"E.), on the W side of the cove. The cove has been used as a dump and is reported to be filled in N of 52°43'N.

(1262) Cape Sabak and Gillon Point are Steller sea lion rookery sites. There is a mile vessel exclusionary zone around these rookeries.

(1264) **Nile Point** on the S side, 2.3 miles E of Gillon Point, is a bold headland. A dangerous breaker is about 0.5 mile off this point. This is one of the few off-lying dangers.

(1267) All anchorages about the island are limited as to shelter, but the island is not large and both medium and large craft can proceed to such anchorages as the prevailing weather requires.

(1268) The currents are weak and heavy tide rips will not be encountered about this island except in rare cases.

(1269) **Patricia Bight** is the best anchorage off the N shore. Extensive kelp beds make well out from the E side of this bight and a long reef makes out from about the deepest part in a N direction, ending in a rock which uncovers. This reef is surrounded by extensive kelp beds. Small craft may proceed to an inner anchorage E of this reef and into the deepest part of the bay. A fox farmer's cabin is at the head of this bight.

(1272) In **Armeria Bay** no dangers were found outside the kelp area. A 10-fathom bank is 1.5 miles E of Armeria Point. Anchorage may be had 0.5 mile SE of the bank in 24 to 25 fathoms, hard sand and rocky bottom.

(1275) **Otkriti Bay**, on the S side of Agattu Island, is the largest bay on the island affording any protection; it is about 1 mile long and 2 miles wide. Two long narrow islands extend W from the E entrance point; the highest point, 83 feet, of the outer island is a good landmark. About 0.6 mile SW of the outer island is a ½-fathom shoal that breaks in a moderate sea. Anchorage can be had in 20 fathoms, coarse sand and shell bottom, SW of the bold point between Karab Cove and Otkriti Bay proper.

Holding properties are fair, but there is no protection from the S and W.

(1276) **Karab Cove**, the bight on the E side of Otkriti Bay, is small - 1 mile long and 0.5 mile wide - but affords the best protection of any anchorage on the island for vessels less than 125 feet in length; it is open only to the SW. The anchorage is in the center of the cove in 12 fathoms, sand and gravel bottom; it is not recommended in S or SW weather.

(1277) **Agattu Roadstead** is an extensive open bight. Numerous monolithic pinnacles are along the shoreline; **Monolith Point**, which appears black against lighter background, is on the N side of the entrance

to **McDonald Cove**. There are no dangers to navigation if the shoreline is given a berth of 0.5 mile. The depth of the roadstead slopes gradually up from about 45 fathoms to 10 or 12 fathoms.

Table of Selected Chart Notes

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◦ (Approximate location)

NOTE C

Extreme care must be used maneuvering ships in Alcan Harbor because of natural and structural hazards.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

For Symbols and Abbreviations see Chart No. 1

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 5.842" southward and 10.868" westward to agree with this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HEIGHTS

Heights in meters and decimeters above Mean High Water

Mercator Projection

Scale 1:100,000 at Lat. 52°32'

North American Datum of 1983

(World Geodetic System 1984)

DEPTHS IN METERS AND DECIMETERS

AT MEAN LOWER LOW WATER

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

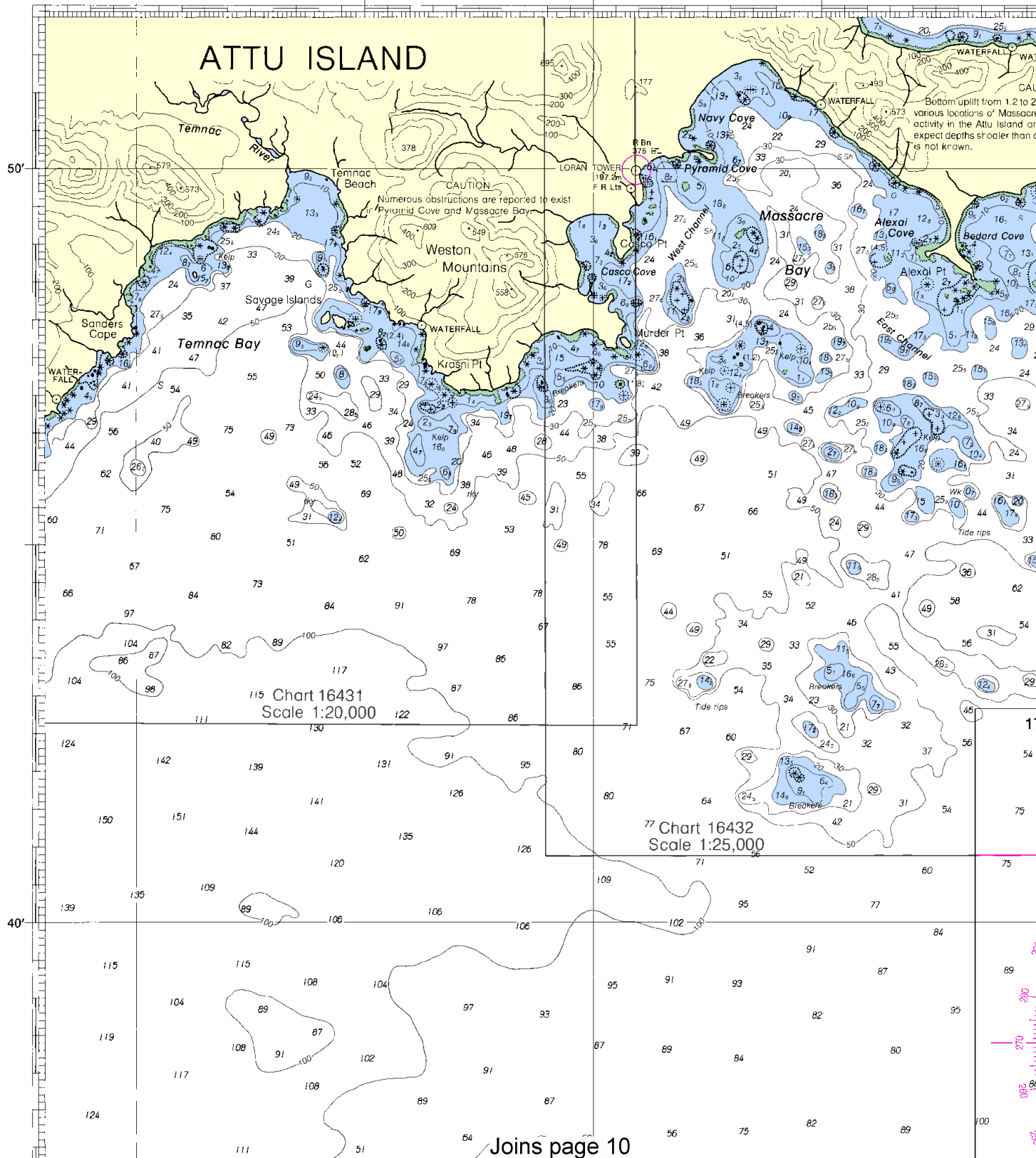
TIDAL INFORMATION

For up to date tidal information use appropriate Tide Table publication, (Alaskan Supplement), available through Distribution Branch, (N/CG33), Riverdale, Maryland 20737.

173° East Longitude

10'

ATTU ISLAND



115 Chart 16431
Scale 1:20,000

77 Chart 16432
Scale 1:25,000

Joins page 10

4

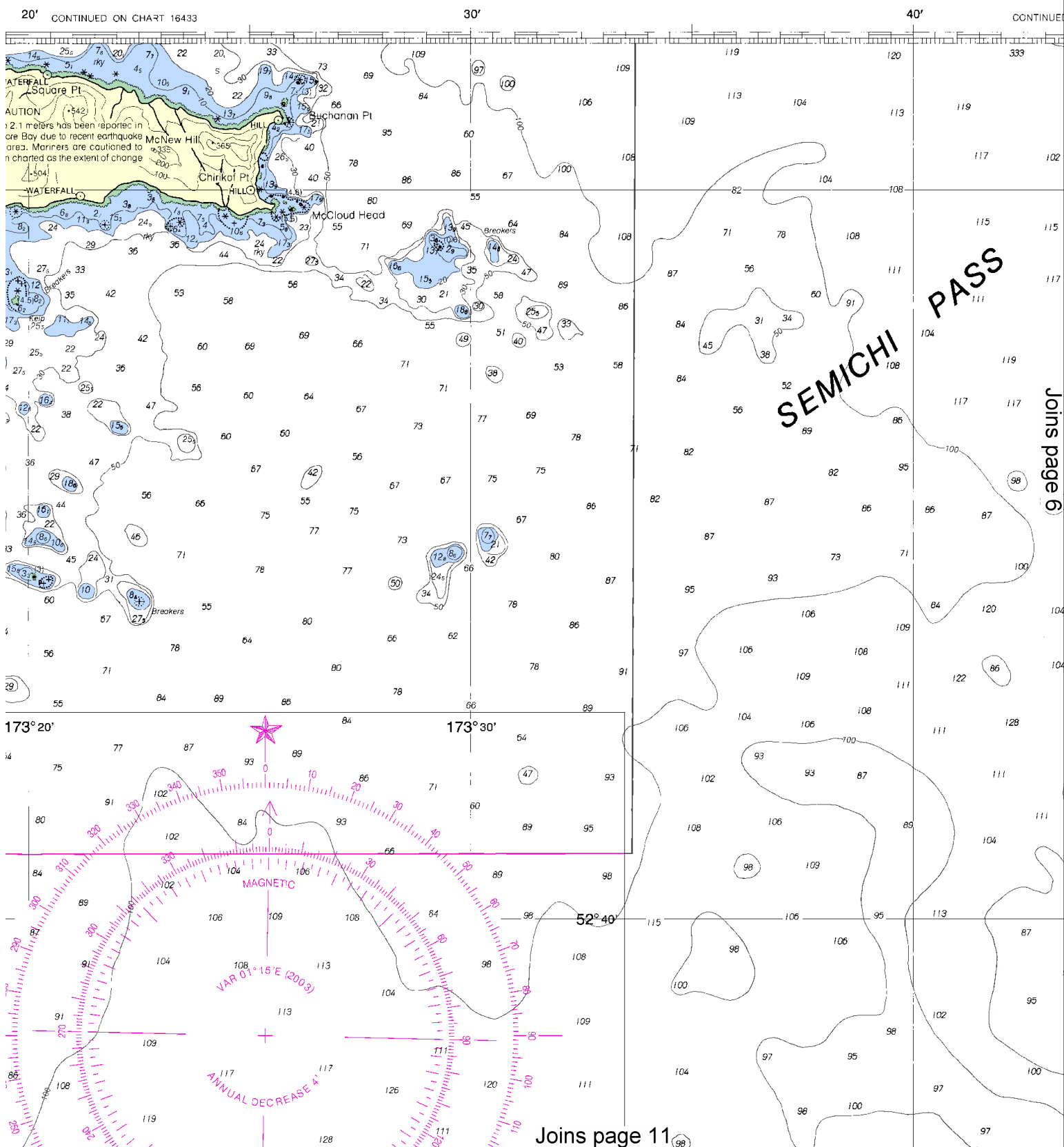


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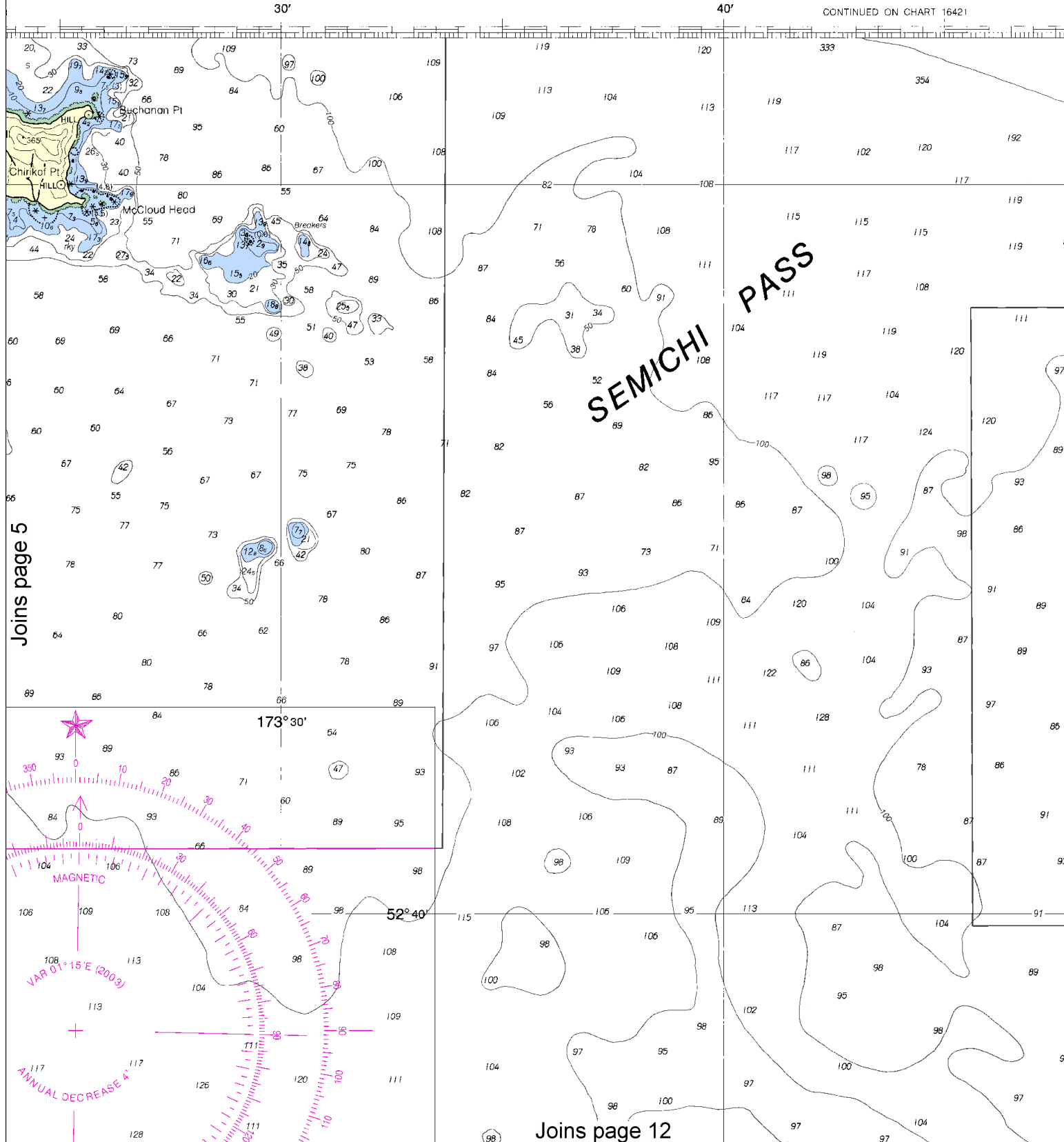
SCALE 1:100,000
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:133333. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



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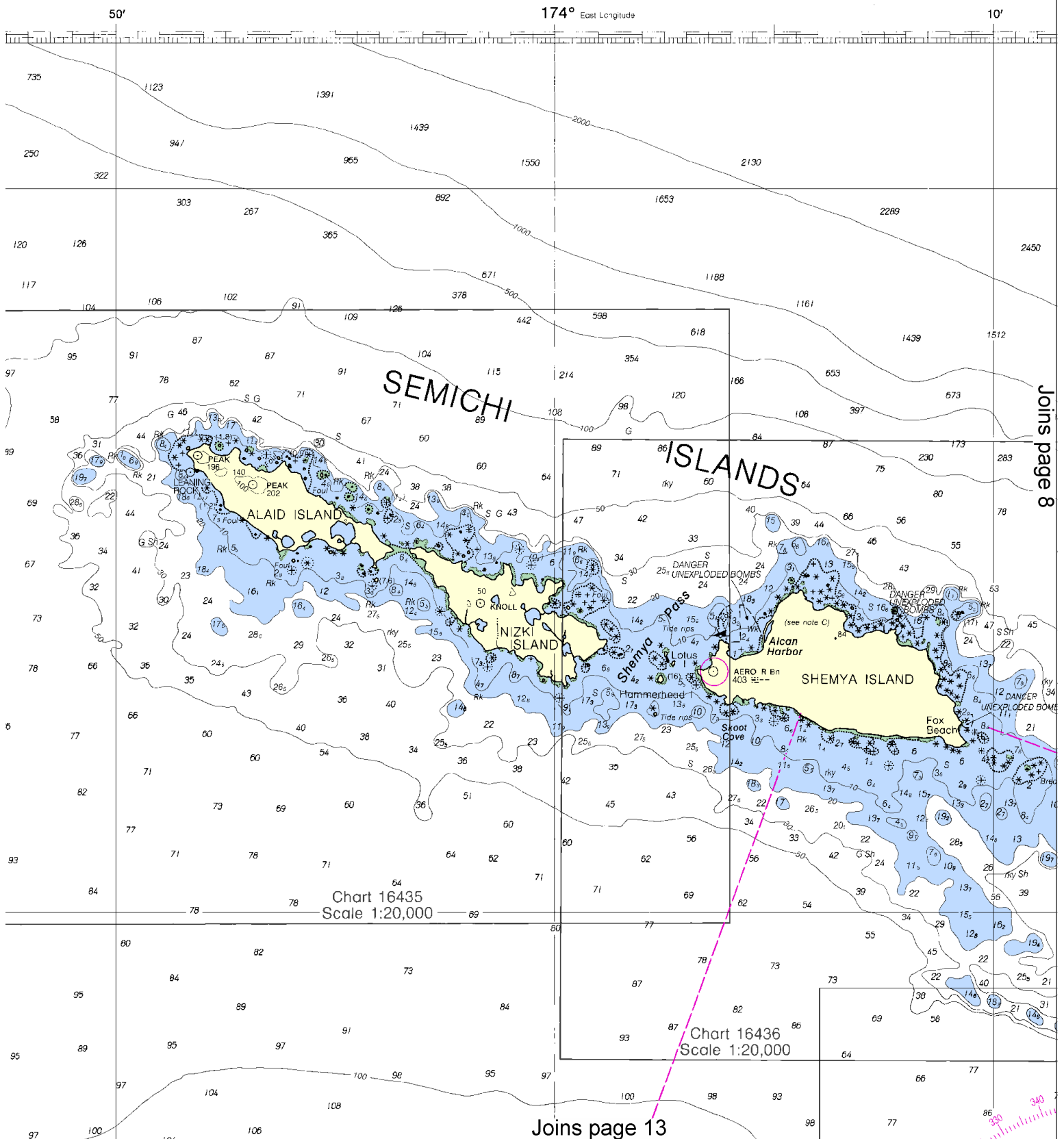


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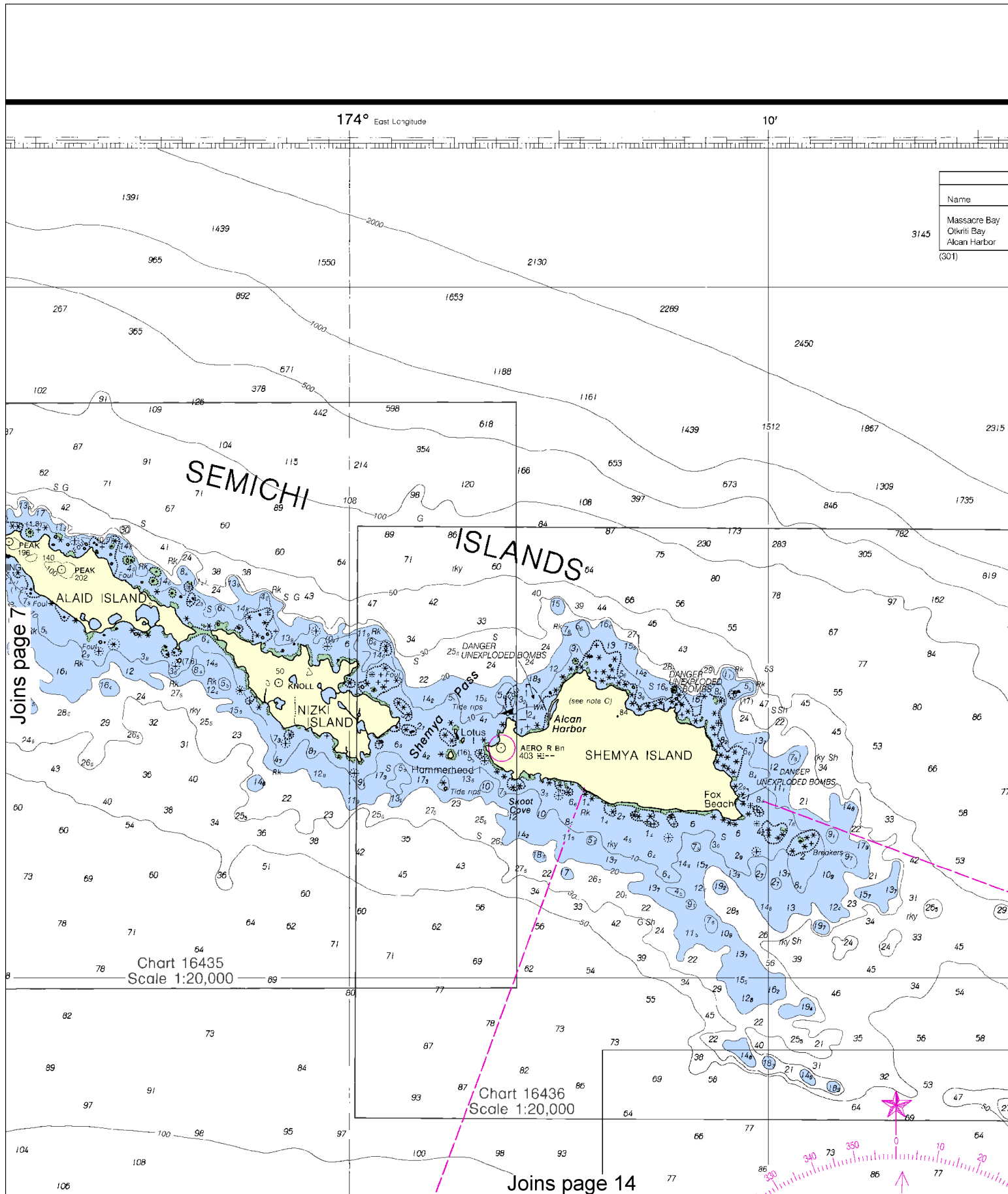
SCALE 1:100,000

See Note on page 5.





This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.



Name
Massacre Bay
Otkriti Bay
Alcan Harbor
(301)

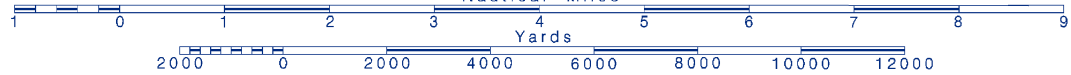
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Printed at reduced scale.

SCALE 1:100,000

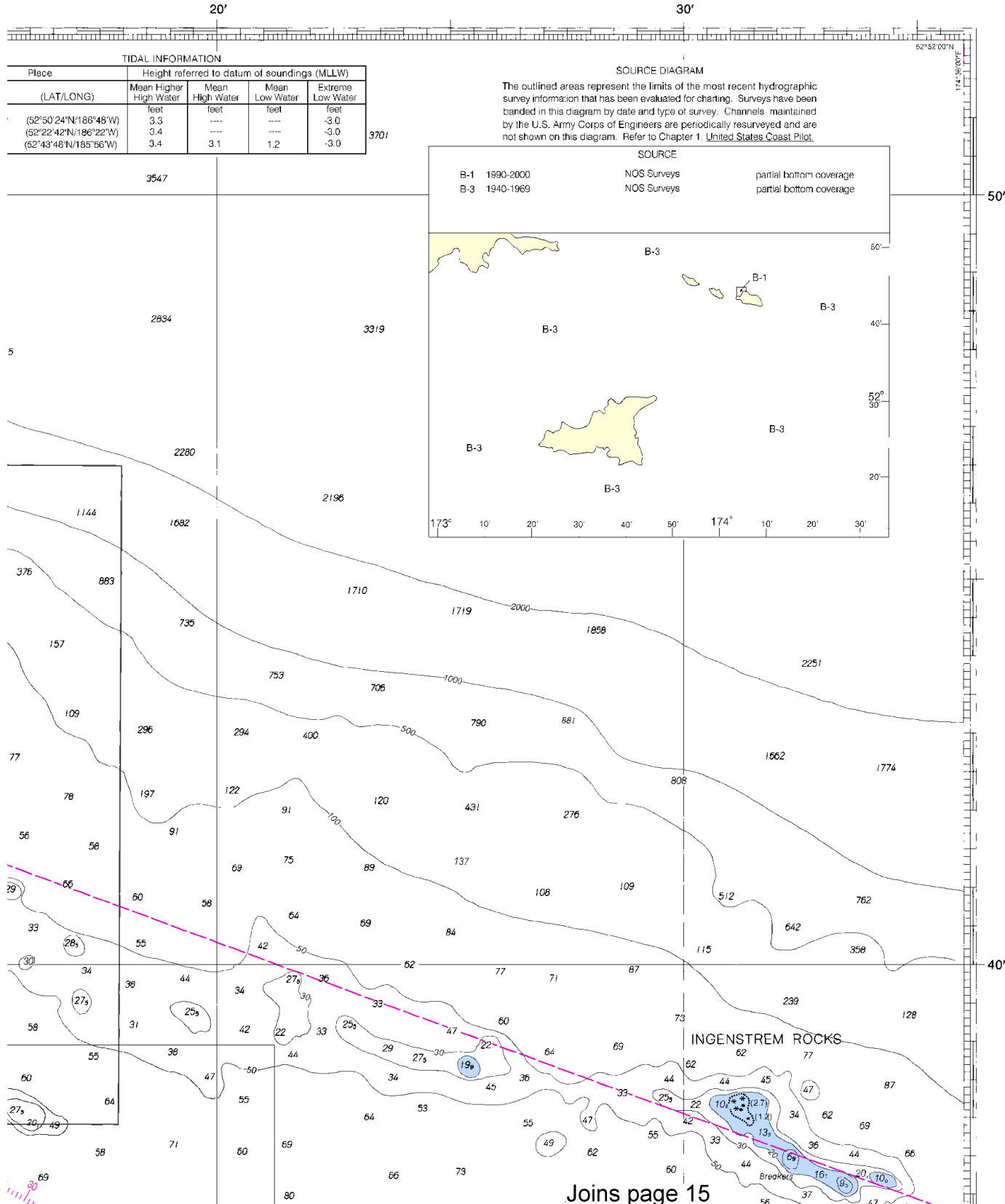
See Note on page 5.



Nautica Chart Catalog No.3, Panel A

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.



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Joins page 4

CONTINUED ON CHART 16421

Joins page 16

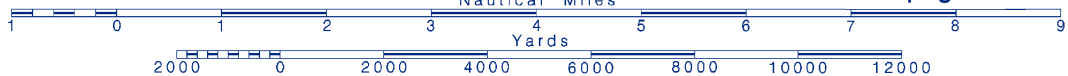
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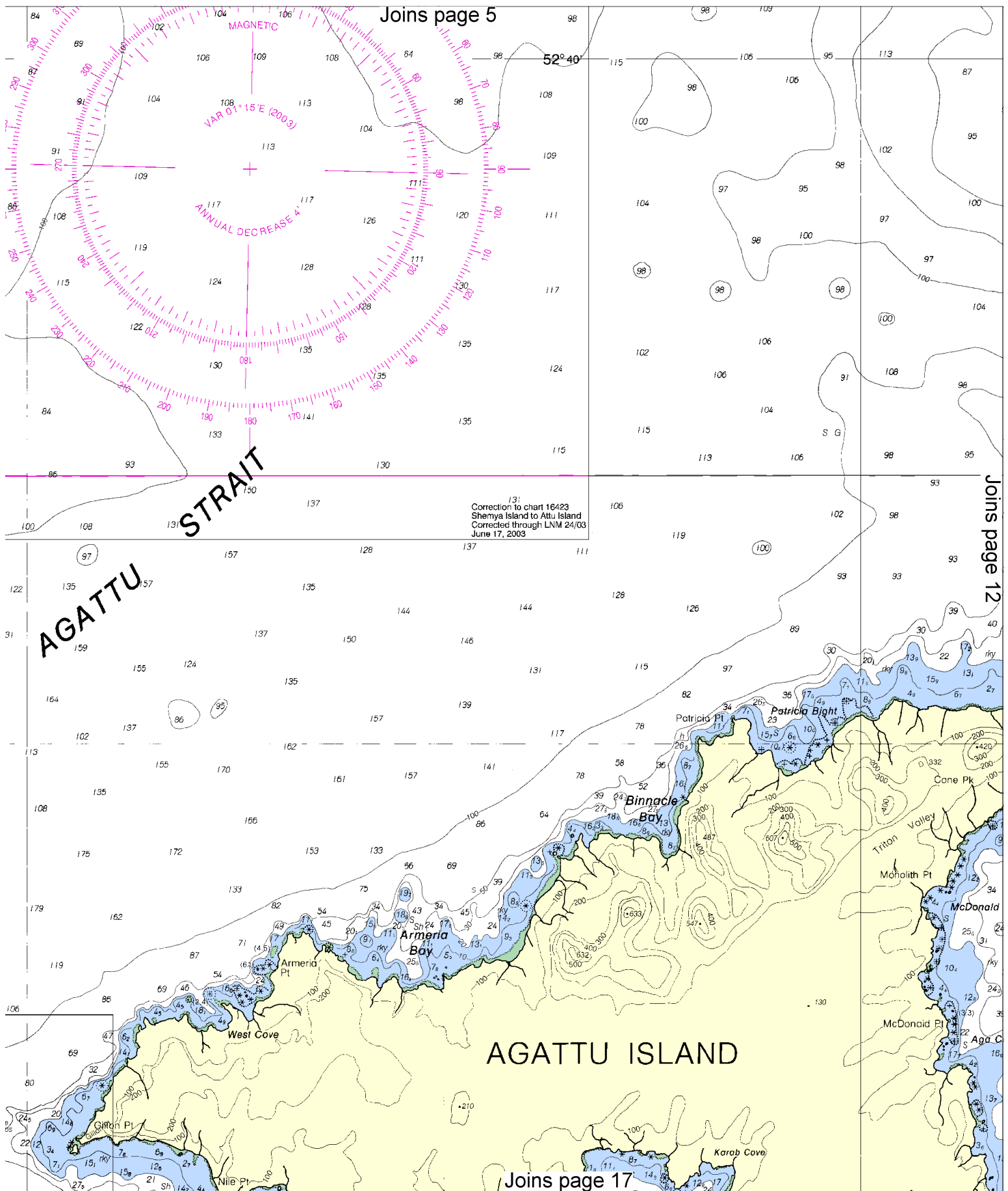
Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

See Note on page 5.

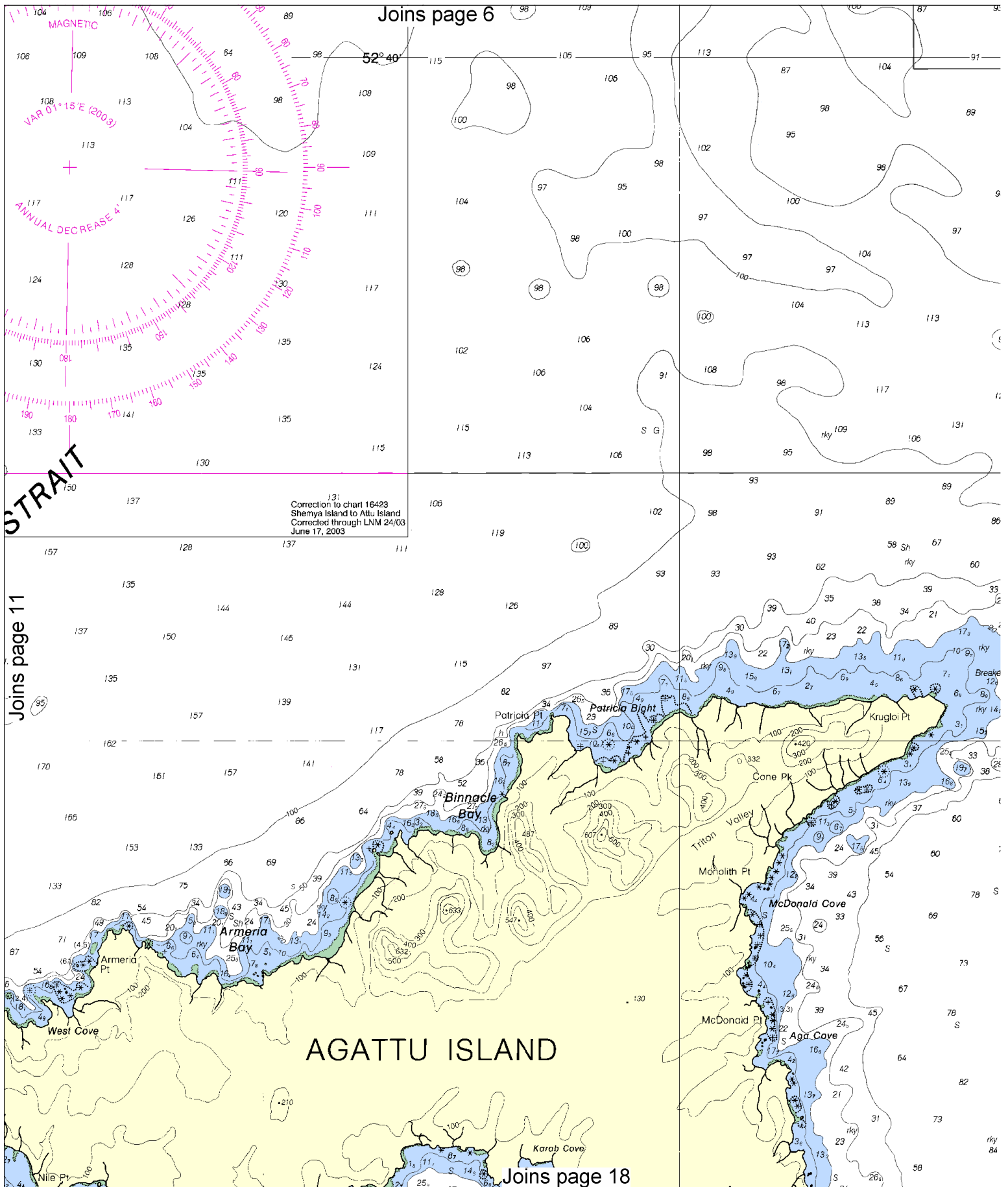


Joins page 5



Joins page 12

Joins page 17



Joins page 7

Chart 16435
Scale 1:20,000

Chart 16436
Scale 1:20,000

Joins page 14

Correction to chart 16423
Shemya Island to Attu Island
Corrected through LNM 24/03
June 17, 2003

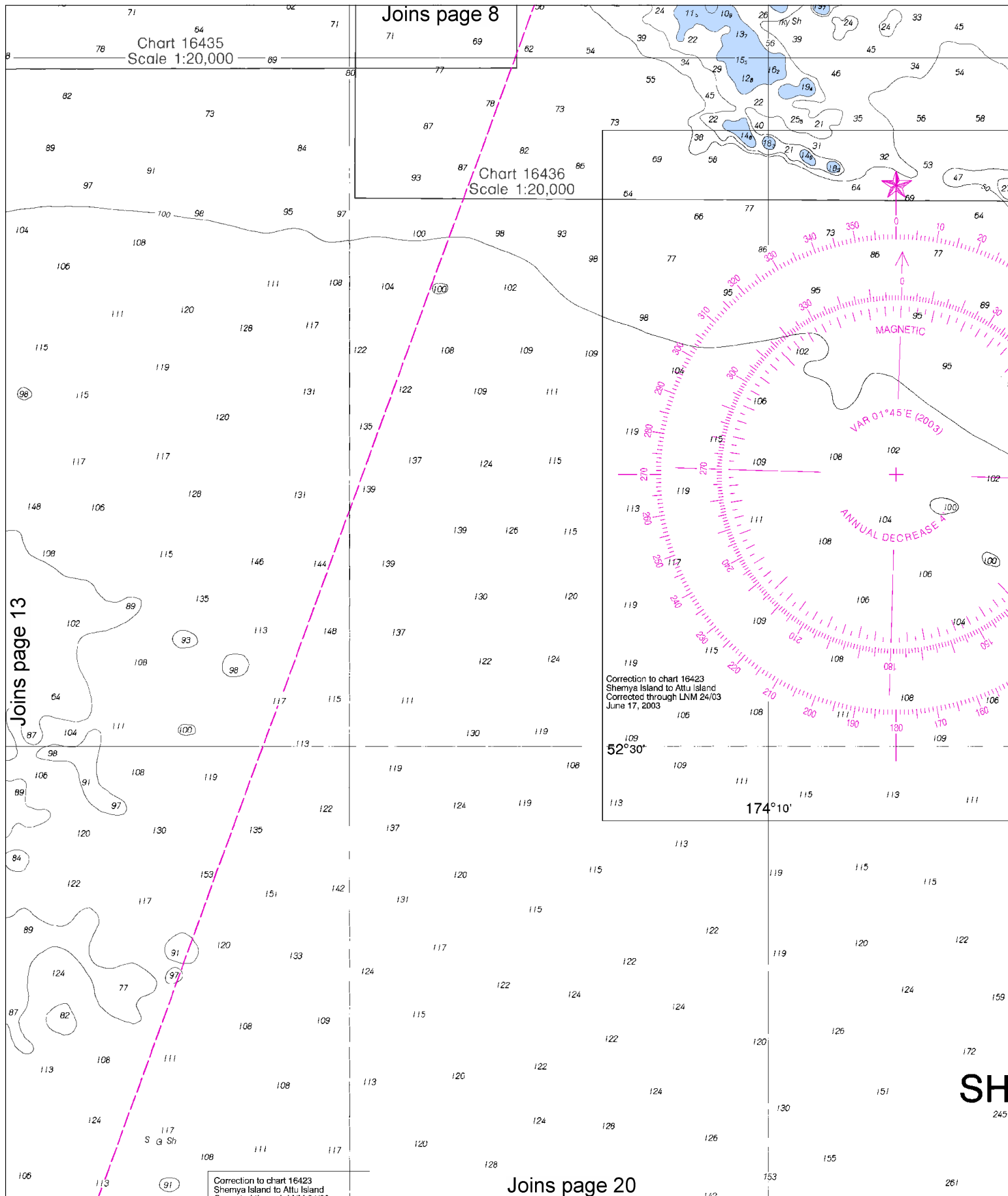
52°30'

174°10'

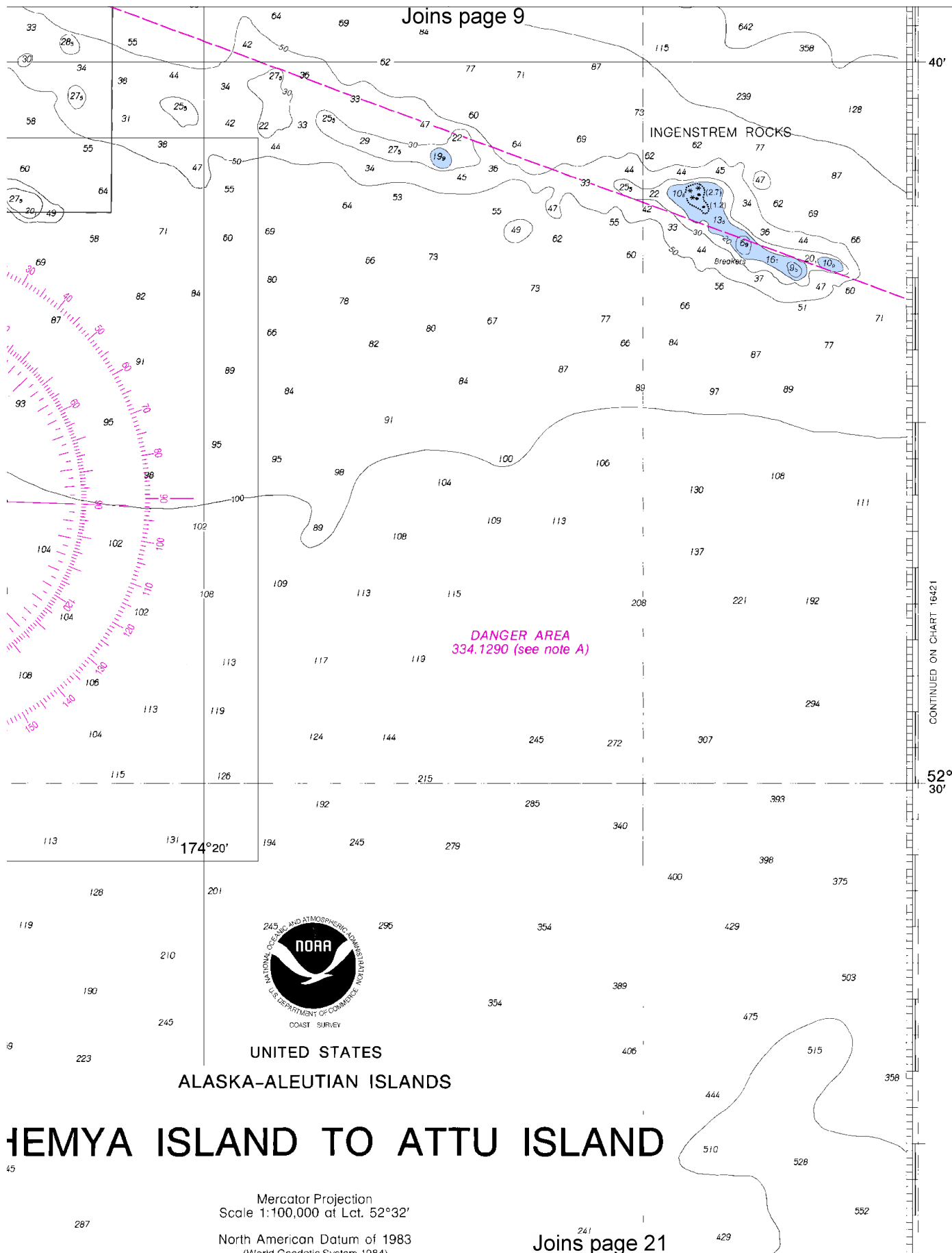
Correction to chart 16423
Shemya Island to Attu Island

Joins page 19

The image shows two horizontal number lines. The top line is labeled "Nautical Miles" and has major tick marks at 1, 2, 3, 4, 5, 6, 7, and 8. The bottom line is labeled "Yards" and has major tick marks at 2000, 4000, 6000, 8000, 10000, and 12000. Both lines have smaller, unlabeled tick marks between the major ones.



Joins page 9



CONTINUED ON CHART 16421

52° 30'



UNITED STATES

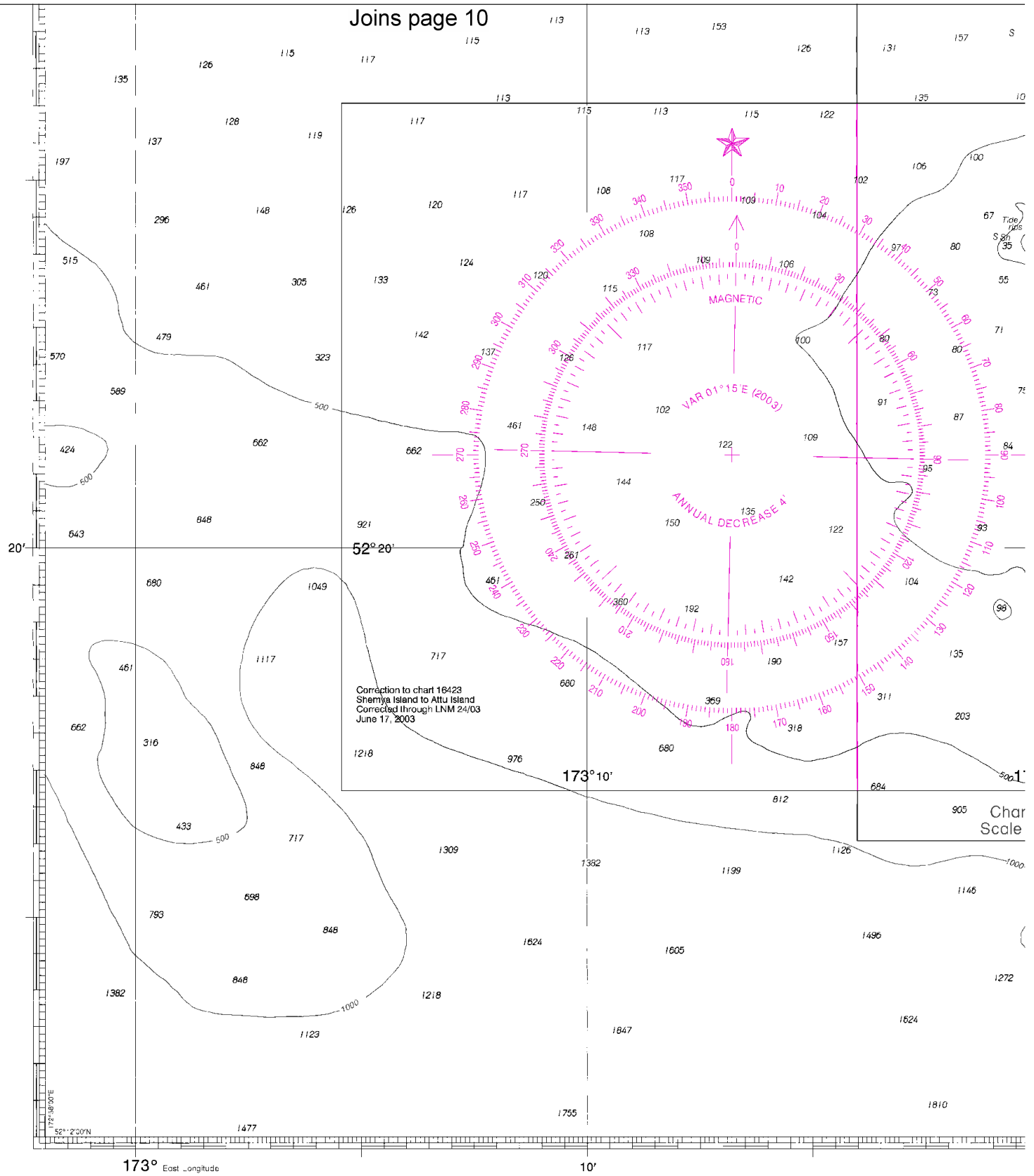
ALASKA-ALEUTIAN ISLANDS

HEMYA ISLAND TO ATTU ISLAND

Mercator Projection
Scale 1:100,000 at Lat. 52° 32'

North American Datum of 1983
(World Geodetic System 1984)

Joins page 21



2nd Ed., May 12/01

16423

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The Ocean Service encourages users to submit corrections, additions, or comments improving this chart to the Chief, Marine Chart Division (N/CS2), National Service, NOAA, Silver Spring, Maryland 20910-3282.

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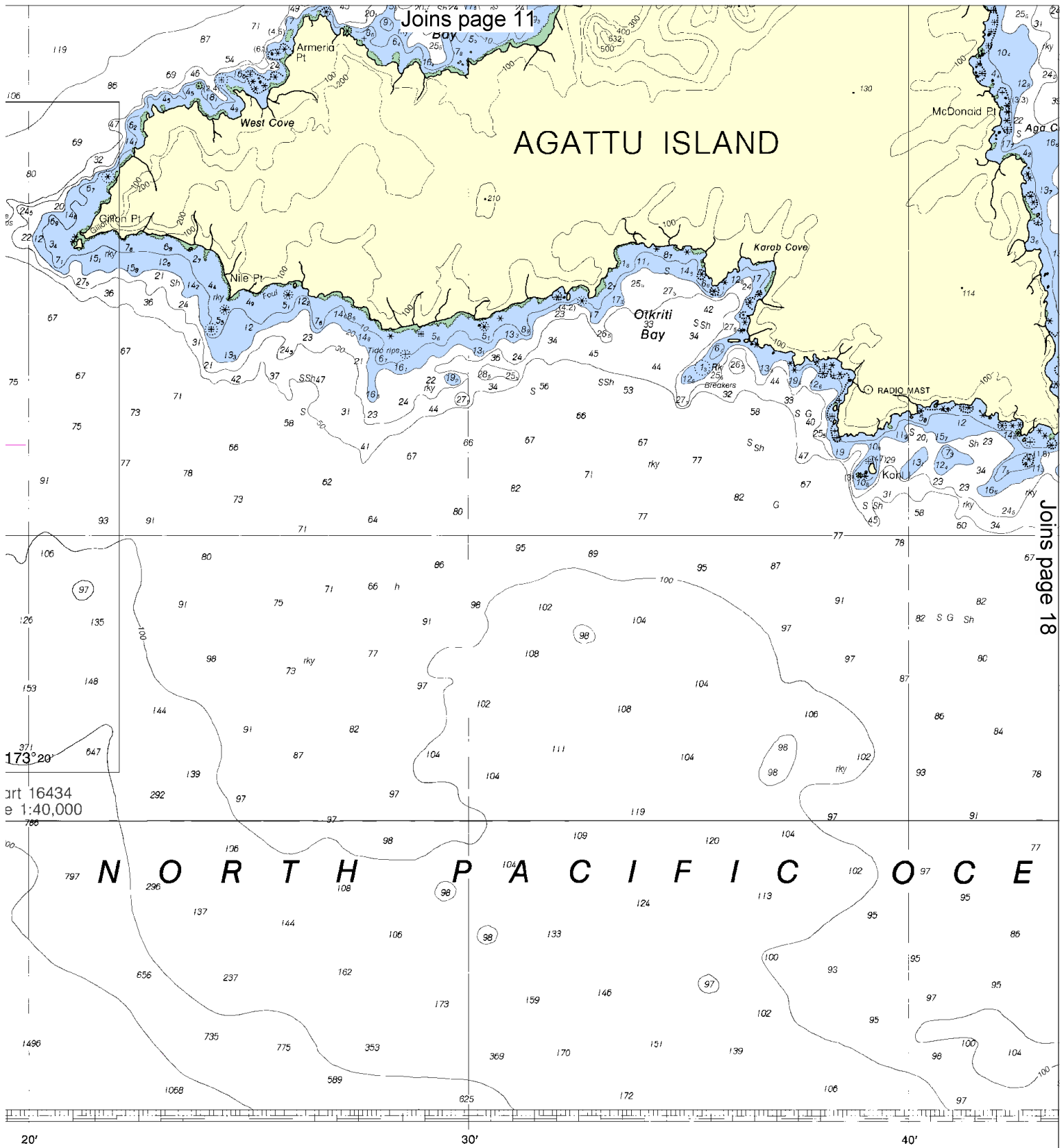


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SCALE 1:100,000

See Note on page 5.



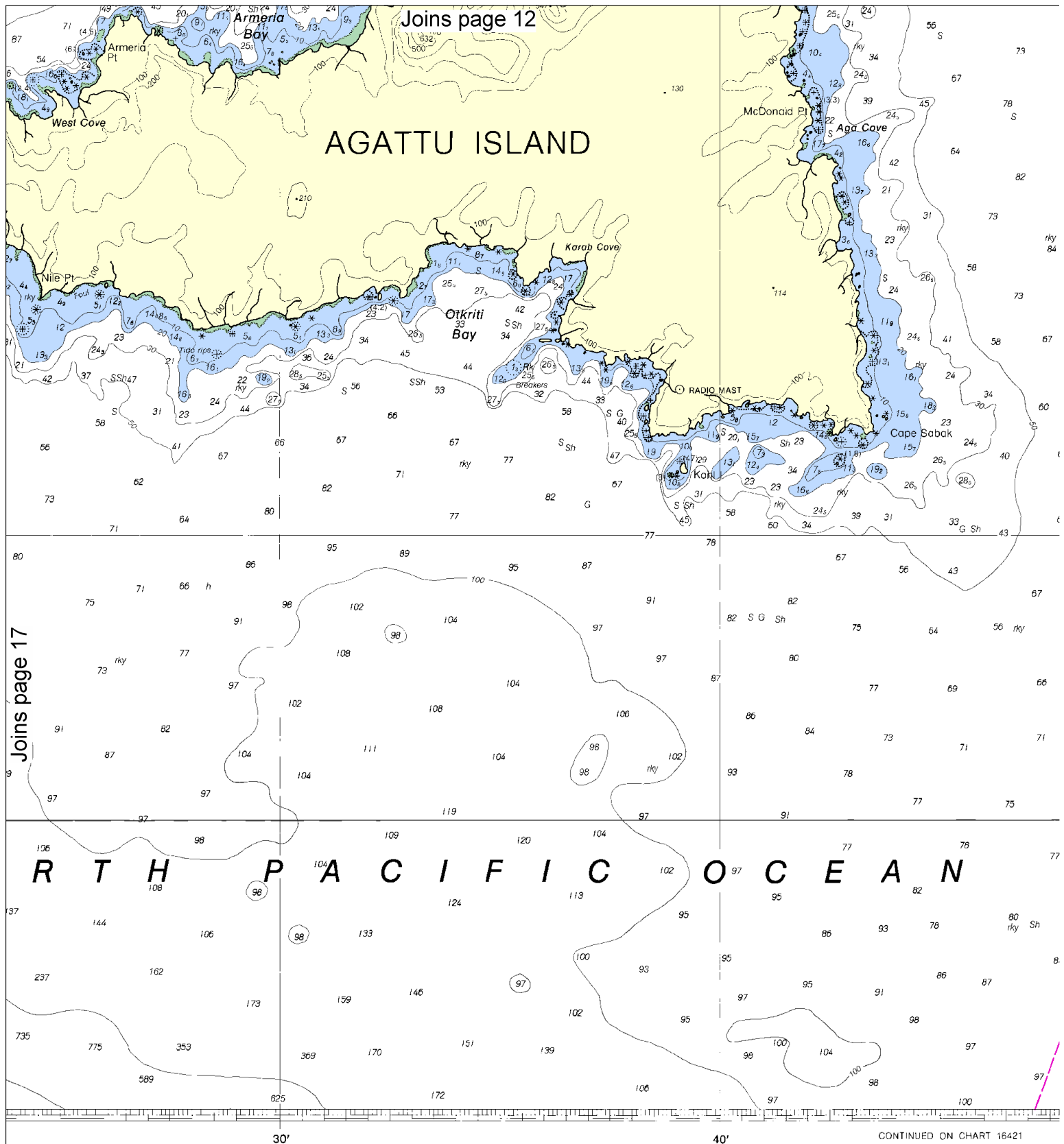


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DEPTHS IN METERS

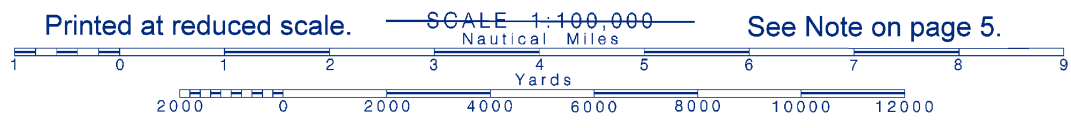
The National
Comments for
onal Ocean



DEPTH IN METERS

Published at Washington
U.S. DEPARTMENT OF
NATIONAL OCEANIC AND ATMOSPHERIC
NATIONAL OCEANOGRAPHIC
COAST SURVEY

18



See Note on page 5.

Joins page 13

Correction to chart 16423
Shemya Island to Atju Island
Corrected through LNM 24/03
June 17, 2003

DANGER AREA
334.1290 (see note A)



MAGNETIC

VAR 01°45' E (2003)

ANNUAL DECREASE 4

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174°10'

174° East Longitude

Washington, D.C.
U.S. DEPARTMENT OF
COMMERCE
HYDROGRAPHIC ADMINISTRATION
NAVY SERVICE
NAVY

SH
245

Correction to chart 16423
Shemya Island to Atiu Island
Corrected through LNM 24/03
June 17, 2003

DANGER AREA
334.1290 (see note A)



MAGNETIC
VAR 01°45'E (2003)

ANNUAL DECREASE 4

52° 20'

174° 10'

174° East Longitude

10'

FATHOMS	0
FEET	6
METERS	2

Joins page 19

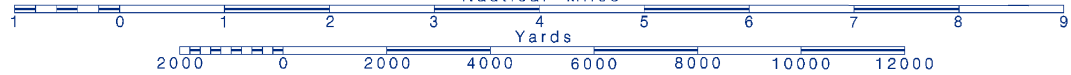
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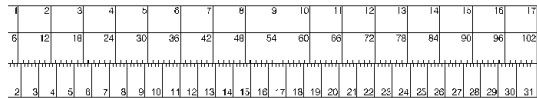
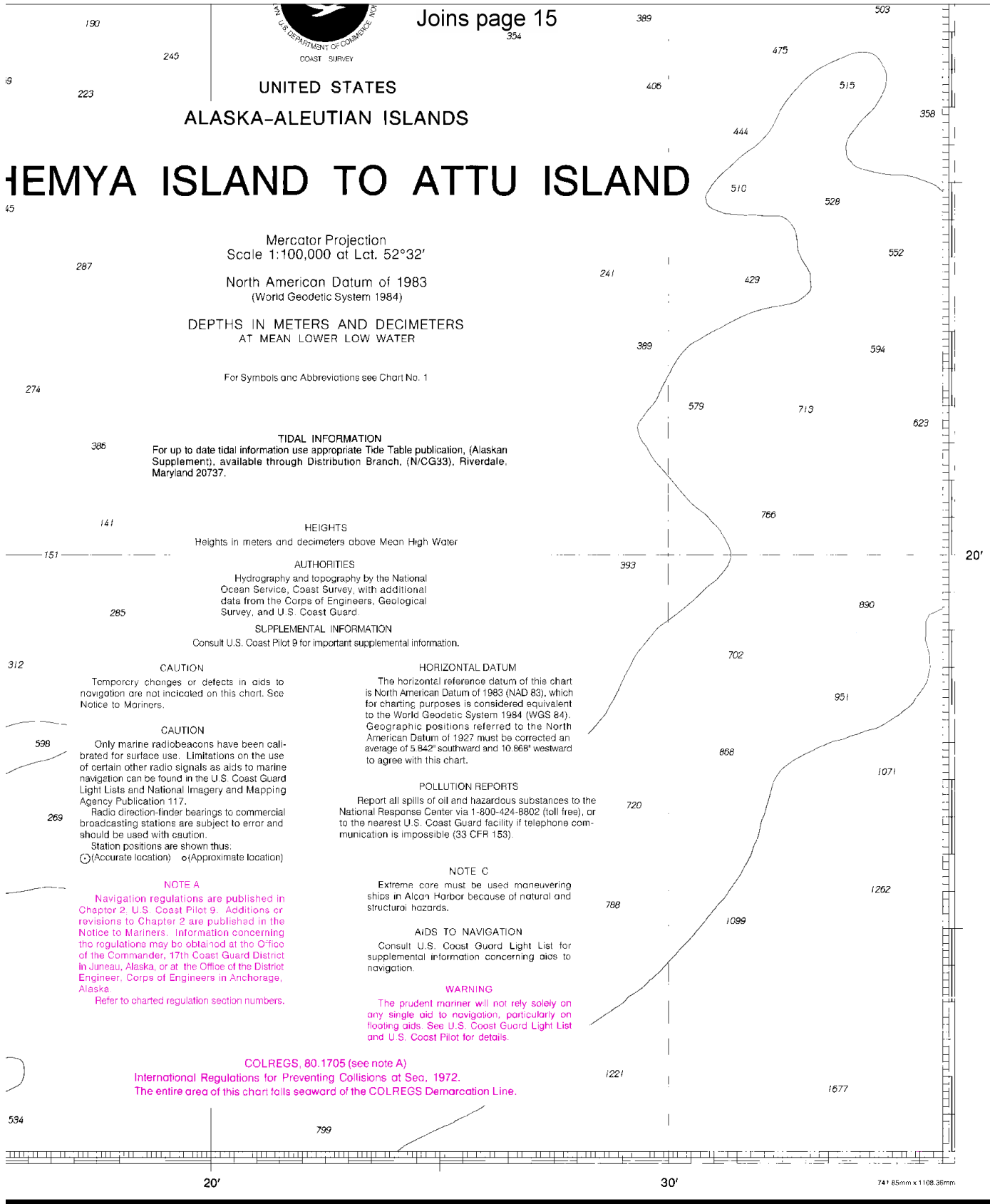


Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.





Shemya Island to Attu Island
DEPTHS IN METERS - SCALE 1:100,000

16423

ED. NO. 2

NSN 764201 4007495
NIMA REFERENCE NO 16AC016423

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700

Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.